



SWIFTSURE INTERNATIONAL YACHT RACE  
Hosted by the Royal Victoria Yacht Club  
May 23, 2026  
Victoria, British Columbia



## SAILING INSTRUCTIONS FOR THE SWIFTSURE INSHORE RACE

(See separate Sailing Instructions for the three Long Courses)

The notation '[DP]' in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

### 1. RULES

- 1.1. The Swiftsure International Yacht Race shall be governed by the rules as defined in [Racing Rules of Sailing \("RRS"\)](#).
- 1.2. The Sail Canada Prescriptions 2025 – 2028 shall apply (see Appendix A of Notice of Race).
- 1.3. **[DP][NP]** Commencing at the time 30 minutes prior to the warning signal for the First Start and at all times while racing, a boat shall not operate or receive images or media from a drone (UAV).
- 1.4. **[DP]** Boats shall comply with the applicable safety requirements as noted in NOR sections 1.3 through 1.5.
- 1.5. **[DP][NP]** A boat whose actions or manoeuvres result in a danger signal (5 or more blasts) from commercial or military traffic is subject to protest from the race committee. A traffic separation scheme applies; see RRS Appendix TS, Traffic Separation Scheme, as per SI Appendix E. This SI appendix replaces NOR Appendix A.
- 1.6. All boats shall fly Numeral Pennant 5 from their backstays. This replaces NOR 1.7.

### 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any amendments to these Sailing Instructions will be posted on the Swiftsure website, as per NOR 2.2 before 2000 on Friday May 22, 2026.



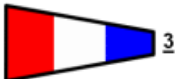
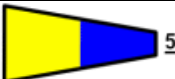
### 3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors including amendments to these SIs will be posted on the Official Notice Board page on the [Swiftsure International Yacht Race website](#). Protest notices will be posted on the website as soon as practicable.

#### 4. SCHEDULE OF RACES

- First Start        Swiftsure Lightship Classic Race
- Second Start     Cape Flattery Race
- Third Start       Juan de Fuca Race for Multihulls and Monohulls
- Fourth Start     Inshore Race (All Divisions)**

#### 5. CLASS FLAGS - Race Numeral Pennant

Swiftsure Lightship Classic Race	
Cape Flattery Race	
Juan de Fuca Race for Monohulls & Multihulls	
<b>Inshore Race (All Divisions)</b>	

5.1. Boats shall fly from their backstays their class flag: Numeral Pennant 5. The size of the Class flag shall be approximately 12 inches on the hoist.

#### 6. RACING AREAS

6.1. Racing will be conducted in the Juan de Fuca Strait (adjacent to the City of Victoria), in southern Haro Strait, and in Oak and Cadboro Bays.

#### 7. THE COURSES

- 7.1. The courses will be determined the morning of the race.
- 7.2. The course selection will be a number from the listing of courses in Appendix A of these SIs.
- 7.3. There may be a separate course identified for each division.
- 7.4. The courses will be announced via VHF channel 09 at 0840, Saturday, May 23 and again, prior to the preparatory signal for boats flying Numeral Pennants 5.
- 7.5. A boat's failure to monitor VHF channel 09 and hear the announced courses will not be grounds for redress. This changes rule 61.1(a)

#### 8. MARKS

- 8.1. The marks, the rounding sequence, bearing for recording rounding time, and approximate course length are detailed in Appendix A of these SIs.
- 8.2. When rounding each mark, boats shall record their rounding time as noted on the Finish Card, see Appendix D of these Sailing Instructions.

#### 9. AREAS THAT ARE OBSTRUCTIONS

9.1. The following areas are designated as obstructions and boats shall not sail:

- a) Between Mouat Reef and Gonzales Point which is located north and northeast of Enterprise Channel;
- b) Between 48° 24.507' N 123° 18.514' W (Prima Rock) and the north extension of the Trial Islands Group;
- c) Between Fulford Reef and Chatham Island;
- d) Between Brin Rock and Discovery Island;
- e) In the Oak Bay Marina and its entrances: west of Emily Islet (north entrance) and the Robson Reef day marker (south entrance).

## 10. THE START

- 10.1. The races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal. Subject to postponements and general recalls, the warning signal for each race will be made approximately 5 minutes after the previous start.
- 10.2. The scheduled time of the warning signal for the Swiftsure Lightship Classic Race is 0900 on Saturday May 23, 2026.
- 10.3. The Inshore Race start will follow the three Long Course starts; the scheduled time of the warning signal for in the Inshore Race is 0930, subject to postponement and recalls. See Appendix C.
- 10.4. The starting line will be between a flagstaff displaying an orange flag on the Signal vessel (a Canadian Naval ORCA class vessel) at the port (southerly) end, and a flagstaff displaying an orange flag on the Pin vessel (WCMRC vessel) at the starboard (northerly) end. Note that the definition of mark states that an object intentionally attached to a mark is part of the mark.
- 10.5. The starting line will be oriented in an approximate southeast direction. The starting area is that area within 100 metres on either side of the starting line and 50 metres outboard of the Signal vessel and the Pin vessel. (See Appendix B, Start Area)
- 10.6. [DP] Boats whose warning signal has not been made shall stay clear of the starting area.
- 10.7. The Official race signals will be displayed from the Signal vessel at the port end of the starting line.
- 10.8. Horns will be sounded from the Signal vessel. Courtesy signals will be displayed on the Pin vessel. If there are conflicts between the official signals on the Signal Vessel and courtesy signals or sounds, the visual signals from the Signal Vessel will be regarded as the correct signal. Starting errors caused by reliance on courtesy signals will not be subject to redress. This changes RRS 61.1(a).
- 10.9. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number or name on VHF channel 09. Failure to hail her number or name, failure of the boat to hear such a hail, or the order in which boats are hailed will not be grounds for redress. This changes RRS 61.1(a).
- 10.10. A boat that does not start within 90 minutes after the final starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 10.11. [DP] All boats shall check-in between 0745 and the warning signal for their race by contacting Swiftsure HQ by texting 250 715-6251. Boats shall provide their boat name, sail number, race entered and indicate they are "checking in." NOTE: boats shall NOT attempt to check-in by sailing past or hailing the Signal or Pin vessel. Boats failing to check-in may be subject to protest.

## 11. **SHORTENED COURSE**

- 11.1. In the event that no boat in a division finishes the course, scoring will be based on Rounding Times at the last mark that at least 25% of the boats in a division rounded.
- 11.2. The course may be shortened at any of the marks included in Appendix A. The race committee will not display flag S or make any sound signals. This changes RRS 32.
- 11.3. If the course is shortened, to be scored in the race, boats do NOT have to be still racing until the time limit expires (see SI 13.1).

## 12. **THE FINISH**

- 12.1. All boats shall finish in Cadboro Bay. The finish line will be between a red and white striped pole at the NW end of the RVYC breakwater and a black and white mark approximately 30 metres to the NE of the breakwater. See Appendix D.
- 12.2. Boats shall record their own finishing time, on the supplied Inshore Finish Record card in Appendix D, in GPS time using the 24-hour notation.
- 12.3. Boats shall not radio the race committee at the finish line to advise they are approaching the finish line.
- 12.4. A photo of the completed Inshore Finish Record card (Appendix D) must be texted to the Race Committee cellular phone 250 715-6251 as soon as practicable after finishing.

Note - If visiting boats require moorage at RVYC they shall call the Dockmaster using VHF 09 on low power to obtain instructions regarding moorage assignments.

## 13. **TIME LIMITS**

- 13.1. The time limit is 7.5 hours.

## 14. **HEARING REQUESTS**

- 14.1. Protests and requests for redress shall be filed online at:  
[https://www.racingrulesofsailing.org/protests/new?event\\_id=14778](https://www.racingrulesofsailing.org/protests/new?event_id=14778)  
This link is also available on the Official Notice Board
- 14.2. The protest time limit is the earlier of one hour after the last boat in a division finishes, or one hour after the time limit expires.
- 14.3. Notices will be posted on the [Official Notice Board](#) as soon as practicable after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 14.4. Protest hearings will be held in the upstairs boardroom of the Royal Victoria Yacht Club's clubhouse as soon as reasonably possible after all affected parties have finished racing. Hearings may also be held virtually if necessary.
- 14.5. RRS Appendix T Arbitration will apply except that T1(b) is modified to read: The post-race penalty shall be 25% of the difference between the corrected time of the first boat and the corrected time of the last boat in the boat's division, to a maximum of 15 minutes, added to the corrected finish time of the boat accepting the penalty.

## 15. **SAFETY REGULATIONS**

- 15.1. Boats shall monitor VHF Channel 09 Vessel Traffic Services (VTS) broadcasts in the following circumstances:
  - Before entering a VTS Lane; and
  - While operating in a VTS Lane or in a VTS Separation Zone, and
  - During times of reduced visibility.

15.2. [DP] Boats withdrawing from a race for whatever reason shall notify the race committee by text to 250 715-6251, or on VHF channel 09 to provide their current position and intentions. It is the responsibility of the yacht withdrawing to ensure its withdrawal is received by the race committee. Failure to report withdrawal may result in a protest from the race committee.

15.3. [DP] As permitted by RRS 42.3(i); a boat may use its engine for propulsion when she is:

- a) In danger of being run down or impeding commercial or other traffic, in which case she may use engine propulsion to gain a safe position;
- b) Required to aid another person or vessel in danger, or need of assistance; or
- c) Engaged in search and rescue activities including COB recovery.

If engine propulsion is used, after finishing the race, the boat shall give a written report to the race committee. The report shall include time of the incident, duration of use of power, speed, direction, wind and current conditions, the reason for using engine power, and whether or not redress is being requested in relation to b) or c). Use of a boat's engine for reasons other than specified in a), b), or c) may result in a protest.

## 16. **OFFICIAL BOATS**

16.1. Official vessels will be marked as follows:

- Signal vessel at the port end RCN ORCA Class vessel – grey colour;
- Pin vessel at the starboard end WCMRC vessel - orange and blue colour.
- Jury RIB – Jury flag

## 17. **DISCLAIMER OF LIABILITY**

17.1. The Royal Victoria Yacht Club, the organizing authority for the Swiftsure International Yacht Race, the Swiftsure Race Committee, and their respective organizers, agents, officials, servants, representatives, and volunteers ("the Organizers") shall not be liable for: any injury or damage whatsoever to persons or property howsoever caused which may occur during, that arise out of, or in connection with this Race notwithstanding that the same may have been contributed to, caused, or occasioned by the negligence of the Organizers or any of them.

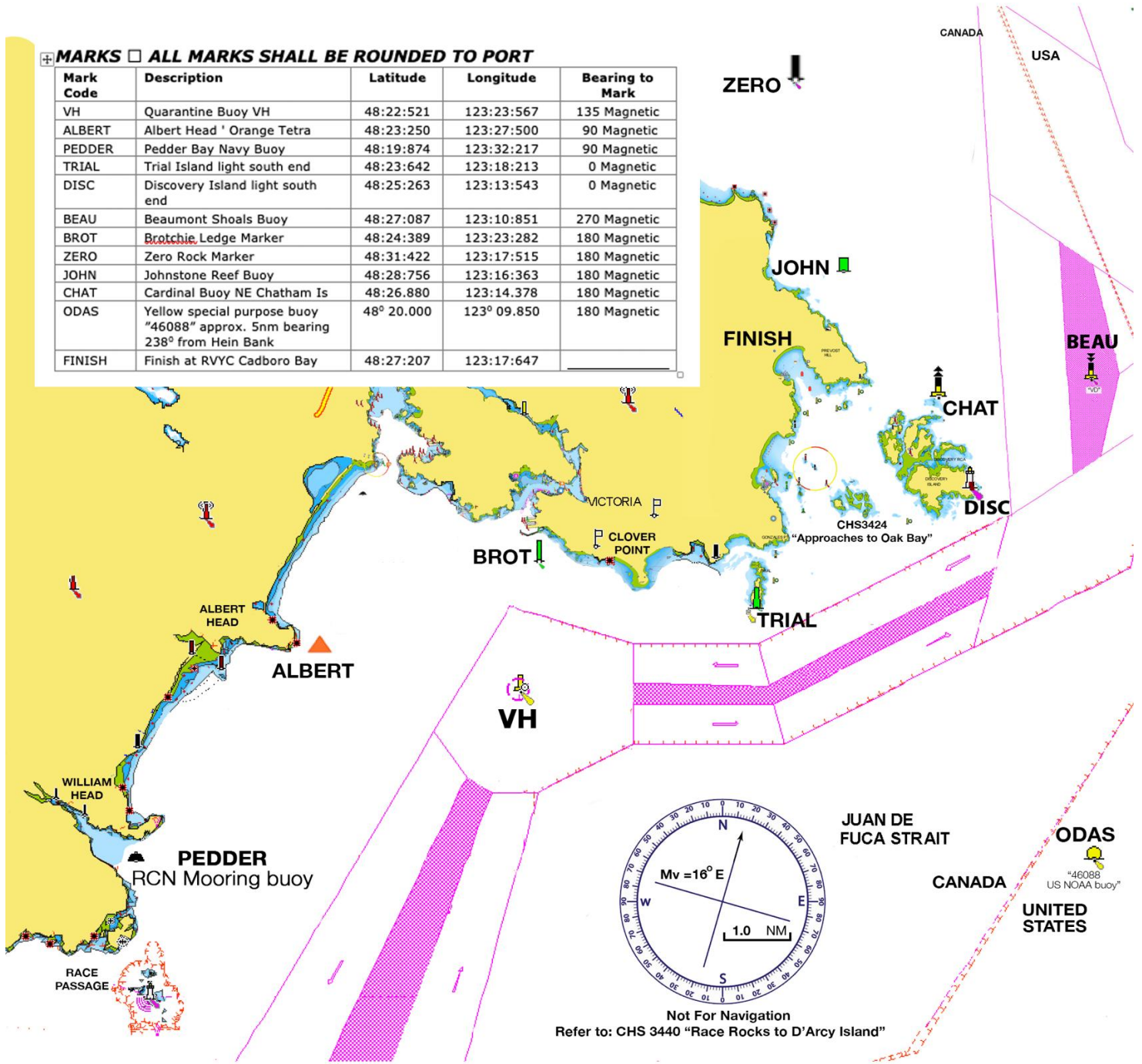
17.2. Notice is hereby given to all participants including spectators, officials, and others that they participate in this event solely at their own risk.

Dugald Smith  
Principal Race Officer  
Swiftsure International Yacht Race

# APPENDIX A - Race Course Options for the 2025 Swiftsure Inshore Race

⊕ **MARKS** □ **ALL MARKS SHALL BE ROUNDED TO PORT**

Mark Code	Description	Latitude	Longitude	Bearing to Mark
VH	Quarantine Buoy VH	48:22:521	123:23:567	135 Magnetic
ALBERT	Albert Head ' Orange Tetra	48:23:250	123:27:500	90 Magnetic
PEDDER	Pedder Bay Navy Buoy	48:19:874	123:32:217	90 Magnetic
TRIAL	Trial Island light south end	48:23:642	123:18:213	0 Magnetic
DISC	Discovery Island light south end	48:25:263	123:13:543	0 Magnetic
BEAU	Beaumont Shoals Buoy	48:27:087	123:10:851	270 Magnetic
BROT	Brotchie Ledge Marker	48:24:389	123:23:282	180 Magnetic
ZERO	Zero Rock Marker	48:31:422	123:17:515	180 Magnetic
JOHN	Johnstone Reef Buoy	48:28:756	123:16:363	180 Magnetic
CHAT	Cardinal Buoy NE Chatham Is	48:26.880	123:14.378	180 Magnetic
ODAS	Yellow special purpose buoy "46088" approx. 5nm bearing 238° from Hein Bank	48° 20.000	123° 09.850	180 Magnetic
FINISH	Finish at RVYC Cadboro Bay	48:27:207	123:17:647	



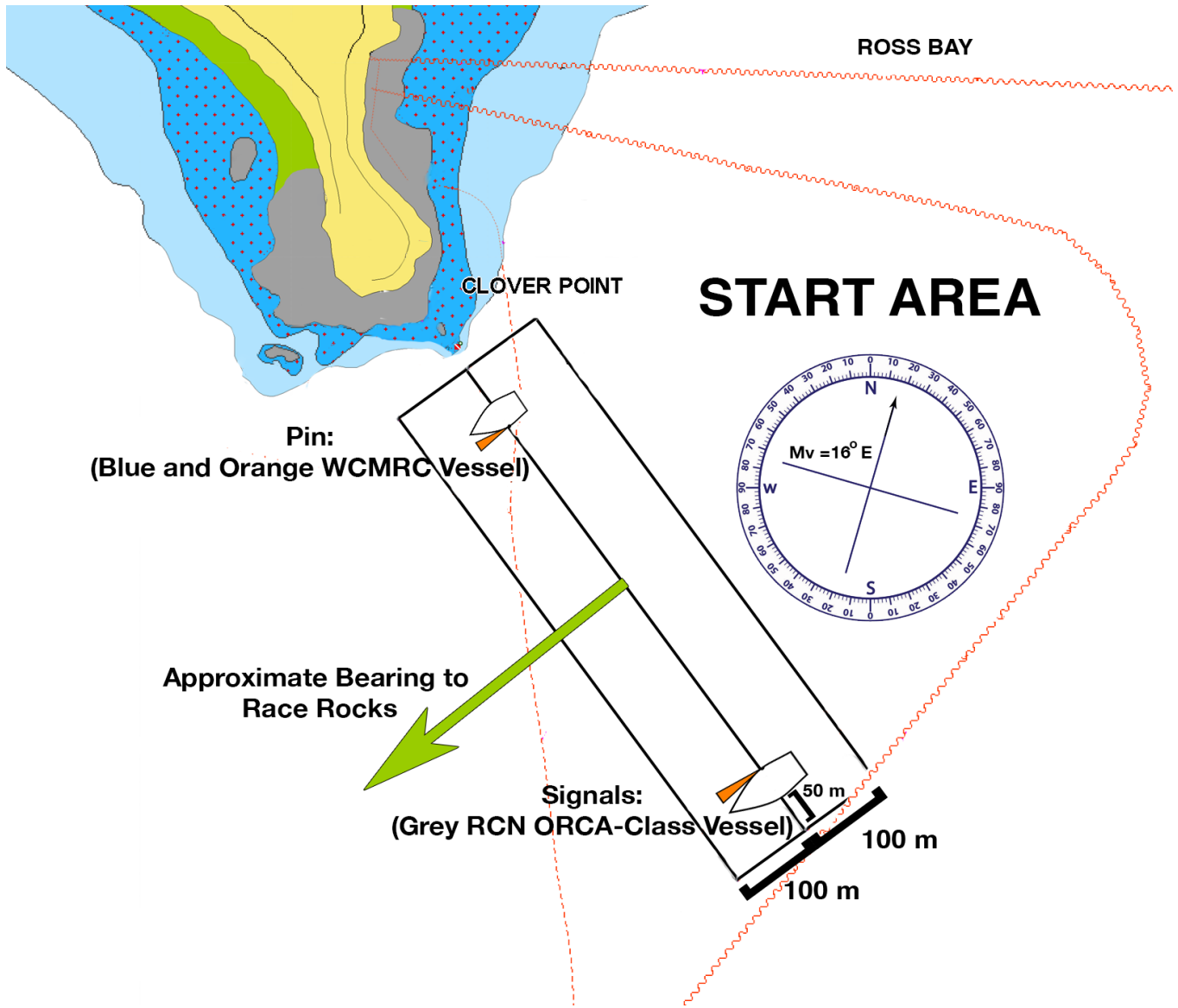
**COURSES:****Marks On Each Course**

<b>No</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>	<b>5th</b>	<b>6th</b>	<b>7th</b>	<b>NM</b>
<b>1</b>	VH	TRIAL	FINISH					10
<b>2</b>	VH	TRIAL	DISC	CHAT	FINISH			14
<b>3</b>	VH	BROT	VH	TRIAL	FINISH			14
<b>4</b>	ALBERT	VH	TRIAL	FINISH				15
<b>5</b>	VH	TRIAL	JOHN	FINISH				15
<b>6</b>	VH	TRIAL	DISC	CHAT	JOHN	FINISH		17
<b>7</b>	VH	TRIAL	DISC	BEAU	CHAT	FINISH		17
<b>8</b>	VH	BROT	VH	TRIAL	DISC	CHAT	FINISH	18
<b>9</b>	ALBERT	VH	TRIAL	DISC	CHAT	FINISH		19
<b>10</b>	ALBERT	VH	BROT	VH	TRIAL	FINISH		19
<b>11</b>	VH	ODAS	CHAT	FINISH				22
<b>12</b>	VH	TRIAL	DISC	CHAT	ZERO	FINISH		23
<b>13</b>	ALBERT	VH	TRIAL	DISC	BEAU	CHAT	FINISH	23
<b>14</b>	ALBERT	VH	TRIAL	DISC	CHAT	JOHN	FINISH	23
<b>15</b>	PEDDER	VH	TRIAL	FINISH				23
<b>16</b>	VH	ODAS	BEAU	CHAT	FINISH			24
<b>17</b>	PEDDER	VH	TRIAL	DISC	CHAT	FINISH		26
<b>18</b>	PEDDER	VH	BROT	VH	TRIAL	FINISH		26
<b>19</b>	ALBERT	VH	TRIAL	DISC	BEAU	JOHN	FINISH	27
<b>20</b>	ALBERT	VH	TRIAL	DISC	CHAT	ZERO	FINISH	28
<b>21</b>	PEDDER	VH	TRIAL	DISC	BEAU	CHAT	FINISH	29
<b>22</b>	VH	TRIAL	DISC	BEAU	JOHN	FINISH		20
<b>23</b>	VH	TRIAL	DISC	BEAU	ZERO	FINISH		25

**Courses Announced on VHF 09 Prior to Start**





# APPENDIX B – STARTING AREA

\* Diagram is not to scale.



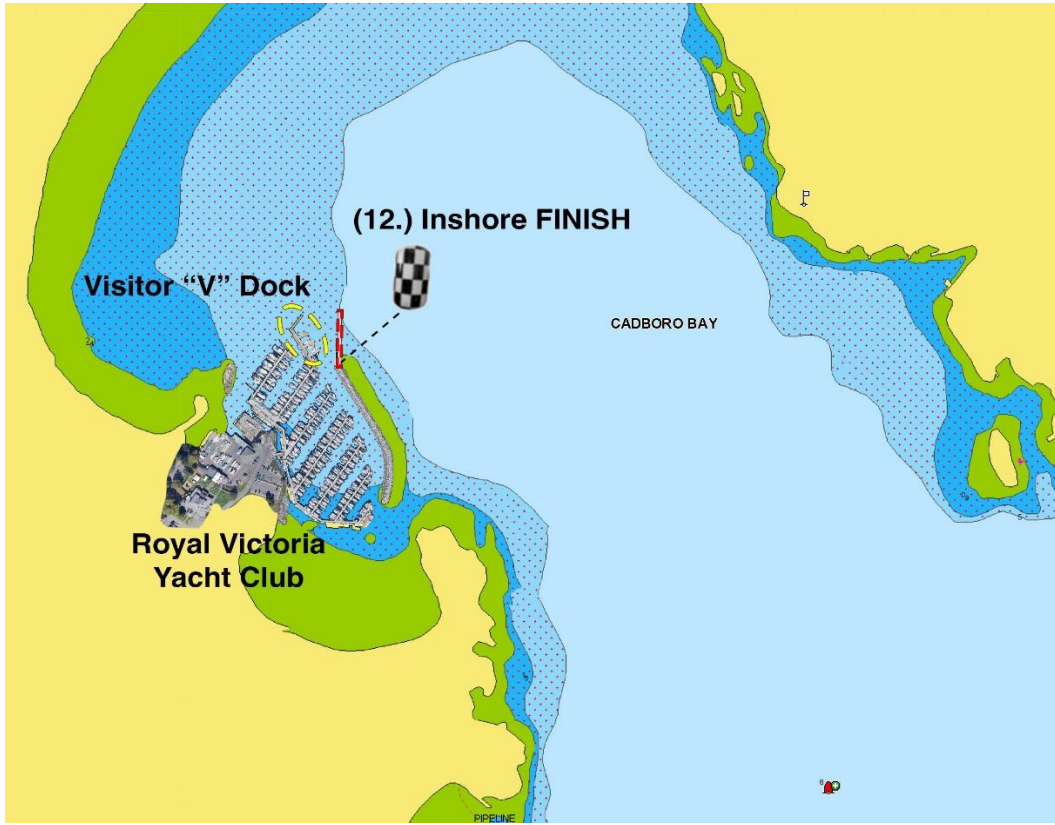
## APPENDIX C – STARTING SEQUENCE (including Long Courses)

Signal	Class Flag	Diagram	Race Starting
0900	Warning	Numeral 1 Displayed	Swiftsure Lightship Classic Race
0901	Preparatory	"P" flag Displayed	
0904	One minute	"P" flag Removed	
0905	Start	Numeral 1 Removed	
0910	Warning	Numeral 2 Displayed	Cape Flattery Race
0911	Preparatory	"P" flag Displayed	
0914	One minute	"P" flag Removed	
0915	Start	Numeral 2 Removed	
0920	Warning	Numeral 3 Displayed	Juan de Fuca Race (Monohulls and Multihulls Race)
0921	Preparatory	"P" flag Displayed	
0924	One minute	"P" flag Removed	
0925	Start	Numeral 3 Removed	

0930	Warning	Numeral 5 Displayed		<b>Inshore Race (All Divisions)</b>
0931	Preparatory	"P" flag Displayed		
0934	One minute	"P" flag Removed		
0935	Start	Numeral 5 Removed		

- *It is the Race Committee's intent to begin the Start Sequence of the Inshore Race five minutes after the Start of the Juan de Fuca Race.*
- *Actual Start Sequence times are subject to change for Postponements and General Recalls.*

# APPENDIX D – FINISH LINE & INSHORE FINISH RECORD CARD A



Sail Number and Name of Boat:	Marks of the Course (max 7)	GPS Rounding/Finish Times
_____	1. _____	_____
_____	2. _____	_____
<b>Division: One or Two</b>	3. _____	_____
_____	4. _____	_____
_____	5. _____	_____
<b>Course Number (see Appendix A):</b>	6. _____	_____
_____	7. _____	_____
_____	8. _____	_____

**NOTE:** please complete the FINISH RECORD CARD and send a photo to 250 715-6251 per SI 12.4. Please ensure the text includes. <yourboatname> and "Inshore finish".

## **APPENDIX E**

### **RRS APPENDIX TS - Traffic Separation Schemes**

TS1 Rule 56.2 is changed to:

56.2 (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race, as a TSS.

(b) A boat shall not impede, or present a threat of impeding, the safe passage of a power driven vessel in a TSS traffic lane.

(c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under rule 56.2(b).

(d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 56.2(b).

(e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

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